

RICH NEW PRODUCERS OPENED IN TINTIC

***** Tintic Ore Shipments. *****

Ajax	1907	1906
Beck Tunnel	123	147
Black Jack	11	147
Bullion-Beck	28	28
Carissa	196	196
Centennial-Eureka	2,310	2,128
Colorado	257	257
Eagle and Blue Bell	290	290
Eureka Hill	290	290
Goldmine	197	197
Godiva	7	7
Godiva concentrates	7	7
Grand Central	284	341
Laclede	28	28
Lower Mammoth	283	51
Mammoth	477	672
May Day	8	8
May Day concentrates	8	8
Ridge and Valley	58	89
Scranton	218	218
South Swansea	218	218
Star Consolidated	12	12
Swansea	46	112
Tintic Iron Mine	232	531
Uncle Sam	185	166
Victor Consolidated	4	16
Victoria	82	205
Yankee	224	178
Smaller leases and properties	121	20
Total cars shipped	6,736	7,484

Another year has passed and Tintic is again to the fore with a total of 6,736 cars, which, as will be seen from the above table, is a trifle less than the total of 1906. Yet it is still a record to be proud of, and the reasons for the decrease are many, as will be given below.

The close of 1907 is no doubt discouraging for the entire nation and Tintic naturally feels the effect of the general depression. Tintic itself is in no manner to be blamed for the slight dullness within its boundaries, and there are many reasons why future investors should not be possessed with the slightest timidity in getting into the district with their money. In the beginning of 1905 the prospecting class of the local miners, drawn away to the apparently greater attractions of Nevada, began coming back "home." They had found that old Tintic was by no means a "dead one," and that it offered to those who had energy and nerve a surer field for their operations than the mythical mirages of distant Eldorados. The steady growth of the district since its discovery over thirty years ago has met with only one great setback, and that in the year 1893. At that time there was a strike among the Tintic workers, brought about by the decrease of wages and the fall in silver. Subsequent years of prosperity, which the entire nation enjoyed, buoyed up the hopes of Tintic's resident miners and prospectors.

When Copper Came to the Front.

The rapid rise in the price of copper was a great factor in opening up the camp and demonstrating its worth to the mining public throughout the country. This metal, which in its crude state was known to exist in great quantities, turned the attention of capital to the old camp and a more systematic development was begun. Of the day. Until the middle of 1905 this development was almost entirely confined to the older properties and produced astounding results. Little belief was expressed then in the eastern part of the district would ever amount to much, yet 1906 and the past year have produced a constant string of surprises, that seem to make Tintic's old motto, "One everlastingly new," an absolute reality. Still, the district, although it has passed its infancy, cannot be said to have reached maturity. When the present period of depression shall have come to an end, it is surely when the producer gets a more equitable return from the smelters than he is now getting, and when the smelters begin to feel that they don't want it all, and when the eastern and in fact, all the outlying portions of the district shall have been thoroughly tested, Tintic bids fair to rank second to none among the mining districts of the west. In spite of the present depression, people of the district seem all to have joined the Don't Worry club, and nearly everybody wears an optimistic smile. In the business of the camps there seems to be no depression. New buildings are going up as if every mine was working its complement of men.

What Tintic Is Now Doing.

As space does not permit, there will be no effort made to go into the technical operations of the mines of the district for the past year, and a brief outline of the doings of the three camps must suffice.

Attention was drawn at the close of 1906 to the Beck Tunnel mine, and small wonder, as it had during that year paid dividends of over \$300,000. This property is controlled by "Uncle" Jesse Knight of Provo. This year it has again behaved splendidly. The present inability of the smelters to handle the output of this mine has caused the management to cease shipping, yet development work is going on steadily. The new shaft is now down to a depth of about 350 feet. At the level of 300 feet a station was cut to be in readiness for future cross-cutting to the ore. Upon completion of the smelter over Silver City way, which will be about the end of next April, the mine will resume shipping ore.

When Colorado Came Forward.

About the end of last April the first shipments were made from the new famous Colorado mine, the Beck Tunnel's next door neighbor to the south, and also known as one of the Knight properties. This mine is a veritable bonanza. Two hundred and fifty-seven cars of ore have gone to the valley smelters, and the stockholders have stowed away the tidy sum of \$620,000 in dividends. A 12-cent dividend has been the usual rate before the smelters issued their orders to stop shipping. The reduction of the last dividends to 6 cents per share need not cause any uneasiness. With ore that brings in the handsome sum of \$20,000 for a single railroad car of about forty tons, and plenty of such ore said to exist in the mine, the company can easily resume paying its 12-cent dividends upon the resumption of shipping. Here, as at the Beck Tunnel, active development work is being carried on. The new shaft has been shot down to the 300-foot level, and it is understood that cross-cutting will be commenced at once. Should the Colorado, rich as it is, continue to the depths, some of the old-time bonanzas of the west will look like mere prospect holes in comparison.

Crown Point Looks Well.

At the other "Knight" properties, prospects as yet, work is going on satisfactorily. Charles Earl is the assistant superintendent of the operations of Mr. Knight, and he has lately stated that the shaft at the Crown Point is almost down to the 300-foot level, and



Town of Eureka.

that cross-cutting will soon be commenced. The management prognosticates that this ground will add another shipper to the list, and that it will soon be a dividend-payer.

Good Year for Yankee Con.

Work at the Yankee Consolidated mine goes along smoothly. There is a healthy increase in the number of cars shipped, and in fact, all the 750-foot level, and exploration work from this point is about to be commenced. The mine now has a plentiful supply of water from its own pump station near Homestead. The proposed absorption of the Mountain View company's two claims, the Mountain View and Contact and Lake View, owned by John E. Du Bois, has not as yet been considered, the Yankee has finished a very creditable year. About the beginning of the year Lou Merryman was promoted to the position of superintendent, superseding Professor Lehman, and he has made a good record for himself.

John Dern in the May Day.

The May Day mine has more than fulfilled the predictions made for it at the beginning of the year. Early in the year was encountered on the 300 and 400-foot levels, which gave promise of opening up into something good. At this time the control of the property passed into different hands, John Dern, president of the Uncle Sam mine, assuming the reins of government. The old contract between the smelters and the mine, which were held to be a measure extremely exorbitant. The contracts were then renewed at such figures as to materially reduce the smelter charges, so that with the increase of the shipments, this proved quite an item. The treasury is in a very flourishing condition and, although the dividend was 1½ cents a share, it is known that a dividend of this amount would not hurt the company's large reserve. In fact, the May Day is in splendid condition with a shipping record of eight cars of concentrates and 221 cars of crude ore. C. C. Godiva, Tetro, Eagle & Blue Bell, Little Chief and Snowflake operations have been suspended for the present.

About two months ago the Godiva closed down and the men were laid off with the exception of one or two. Here, however, there was a slight increase over the production of 1906.

Some of the Mines Closed Down.

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The Tetro is also closed down, and little can be learned of the intentions of the management as to future operations there. At present McPherson and Allberg, who are "jiggling" the dump and already have sent out two cars of their product, have been forced to close down on account of the heavy snowfall, which interferes with their work.

At the Eagle & Blue Bell the smelter trouble is again the cause of its troubles. During the past year deposits of ore in the mine have been received upon the resumption of shipping. Here, as at the Beck Tunnel, active development work is being carried on. The new shaft has been shot down to the 300-foot level, and it is understood that cross-cutting will be commenced at once. Should the Colorado, rich as it is, continue to the depths, some of the old-time bonanzas of the west will look like mere prospect holes in comparison.

is believed that the shut-down is only temporary.

Shipments from the leasers in the old Eureka Hill mine show a decrease from 1906. This decrease, about 100 cars, is principally due to the decrease in the price of metals, and also to the fact that the old stopes, which have rewarded the efforts of leasers pretty liberally in the past, are getting cleaned out. As miners, leasing in the old workings of any mine, take a greater chance than those engaged in any other kind of underground work, the low price of metals obtaining during the past few months has hardly been an incentive in increasing the output.

Also, men who take a great risk, certainly want a great reward or at least a return that beats wages considerably.

Ore at \$100,000 a Car.

The Mammoth-it is well named-is turning out gold ore that must make the Nevada wonders pretty envious. One hundred thousand dollars for a single car! Yet the old towns of Mammoth and Robinson are not stirred a little bit. We have not heard of any flourish of trumpets. There has been for quite a while a steady shipping of gold rock that averages more than \$20 per ton. About the beginning of October one lot of 100 tons was shipped

Effect of Smelter Trouble.

In November the management of the Geminal laid off the night shift and quite a few of the day shift men, being unable to send out the usual amount of ore on account of the smelter trouble. The Geminal is owned by a close corporation, as is its neighbor to the north, the Ridge & Valley. Both the properties are in a very good condition. About the 15th of this month a small shaft was put on the night shift for the purpose of sending the shaft down 200 feet further. The present depth of the shaft is 1,700 feet, and the water is at present up as high as the 1,650-foot mark. As soon as this is overcome, sinking will go forward at a rapid rate.

A great portion of the decrease in the year's shipments from Tintic can be traced to the fact that the Geminal, throughout 1906, was shipping its third-class dump, one-half to Salina, Colo., and the other to the valley smelters. The cessation of this big output made a difference in the mine's record of cars shipped of exactly 300 cars.

Reliable Old Blue Rock.

The old Blue Rock mine (the Centennial-Eureka) is ahead of its last year's production by 182 cars. This output is handled by the United States Mining company in its own smelter. The ore, instead of being shipped to the company's smelter at Bingham Junction, will be handled in California in another of the company's plants. For this reason there is little reason to fear that the mine will close down or lay off any of the large number of its employees. A great many improvements have been made at the works during the past year. A new compressor, which increases the underground boring capacity by the furnishing of power for fifty additional Burleigh machines, has been installed, the new shaft has been completed, a close fall and the workshops and other buildings that were necessary and have been erected are considered as making up an equipment that is without a rival in the state.

The indefatigable energy of W. D. Myers, president and guiding spirit of the destinies of the McKinley, is bearing fruit. The mine is now prepared to go to the depths. A new electric hoist has been placed on the ground and is working satisfactorily. Before drifting in any direction it is the purpose of the company to send the shaft down 200 feet further. The present depth is 300 feet, and at this point a station will be cut. Most of the stock in this enterprise is held by local people, and as yet no record of 34 cars has as yet not graduated from the prospect class, it is conceded that the striking of the ore is a cinch when a greater depth has been reached.

Other Side of the Gulch.

Now cross the mountain into Mammoth gulch and the Grand Central mine, with a record of 384 cars, as against the record of 1906 of 341 cars, engages our attention. This property closed down in November for the same cause as many others, and had it not been for this the record would have been about the same as that of 1906. The mine is in splendid condition, and there is enough ore blocked out to continue shipping in regular amounts as soon as the smelter situation clears itself. The main working shaft is now down 2,100 feet, and it is the intention of the management as soon as the

mine starts up again to send it down to a greater depth, possibly 400 feet further.

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SILVER KING COALITION MINES COMPANY

When, on May 2, 1907, articles of incorporation were filed in the state of Nevada for the Silver King Coalition Mines company, the western mining world awoke to the fact that one of the most important and biggest mining deals of the year had been closed, and Park City, the grand old mining camp of Utah, threw its hat in the air with joyous acclaim, for the new company had come when it was most needed, when its impetus was most valuable.

The Silver King Coalition Mines company was organized for the purpose of buying and operating that great, valuable stretch of mineralized land at Park City which the famous Silver King formed the nucleus. The honorable record of this property is so well known throughout the western mining country that to mention Park City is to bring to mind every detail of the history of the mine. Many millions' worth of ore have been taken from the mine and the ground in question. It is the mineral garden spot of Utah, the richest district in the state, and one that has made the state famous for its mining product the country over.

As has been stated the company was organized under the laws of Nevada. The capitalization was placed at 1,250,000 shares of stock, each with a par value of \$5, making a cash capitalization of \$6,250,000. The incorporators were those who were prominently associated together in the old Silver King property, and they include former United States Senator Thomas Kearns, David Keith, W. S. McCormick, James Ivers, Windsor V. Rice, John Bransford, mayor of Salt Lake; W. Mont Perry and Mary Judge, Thomas Kearns is trustee. The board of directors of the company were elected as follows: David Keith, president; Thomas Kearns, vice president and manager; W. S. McCormick, treasurer, and F. J. Westcott, secretary. The board of directors was then elected and is made up of the following representative men of Salt Lake: Thomas Kearns, David Keith, W. S. McCormick, John Bransford, J. Frank Jones, W. V. Rice, James Ivers, W. Mont Perry and Moylan C. Fox.

Work Well Under Way.

Scarcely had the formation of the company been completed when General Manager Thomas Kearns began active preparations for the development of the property and to increase the work on the old Silver King. The first step was to increase the capacity of the Silver King mill one-third, making its capacity 300 tons of ore a day. The Kearns-Keith plant was brought to the old Silver King mill site, and all the milling grades of ore were sent through the one mill and thence by train to the cars. Shortly after the formation of the company General Manager Kearns announced that the company would be on the dividend-paying list by July, and the progress of the mine along this line is too well known to need repetition.

The acreage represented in the holdings of the Silver King Coalition Mines company is so large that it might well be called a small empire in itself in the mining world. It has been gathered together with the one idea of securing valuable mineral ground, with due consideration for apex points. The amalgamation between the various properties was made possible originally through the compromise made between the Silver King company and the McGregor interests. Following that compromise, former Senator Kearns has been busily engaged in rounding up additional groups of claims that will prove valuable to the Silver King Coalition Mines company. Included in the holdings of the latter company are real and personal possessions of the old Silver King property, an organization with a dividend record of over \$10,000,000; the Kearns-Keith

which netted the company the tidy sum of \$5,500. On another occasion the mine turned out two cars which fetched a handsome price, viz: \$12,500 each. What do you think of that? Not bad for a producer that has been sending ore to the market for nearly forty years. Should such shipments be made from any other place under the sun they would have caused frenzied excitement. Not so in Tintic; everything there goes forward slowly, but surely. The old Mammoth mill is being torn down; the machinery will be stored and the timbers suitable for use in the railroad, which will be utilized, while the lumber will be sold.

Big Average.

The progress the company has made since its formation gives every promise that the men who are back of the corporation have all departed with the property they now own will continue to produce the richest ore Utah knows, and this means the west. There is every indication that for years and years to come the property of the Silver King Coalition Mines company will be regarded as the finest mineral ground in Utah, that its production will steadily increase and grow richer, rather than diminish. As the science of mining advances the property is sure to become more and more valuable. As it stands today there is more valuable ground in all the intermountain region. For years to come it will be the biggest acreage mining proposition in the intermountain country should not another foot of ground be purchased by the company.

The old Silver King alone is so far from worn out that experts who have visited the mine of late declare that it is a mine that will last for a long time to come. The Silver King mine, and there are millions left. The keynote of the success of this property is unquestionably the practical, economical management it has had at the hands of Thomas Kearns and Mr. Keith. They know the old mine like a book, and have nursed it carefully along through thick and thin until it has paid them fortune after fortune. Senator Kearns has managed the property in a way that bespeaks the knowledge he has of it, and the faith he has in its richness. His management of the mine was of such a nature that when the Silver King Coalition company elected its officers he was made general manager without an instant's hesitation. With that position filled to their satisfaction, they apparently were little else left for the rest of the incorporators to do but rest on their oars and let Senator Kearns put the property on a dividend-paying basis. There has never been a moment's doubt but that he could succeed in doing this, and doing it as well, and better, than anyone else, unless it be President Keith, who nature filled to their satisfaction, they apparently were little else left for the rest of the incorporators to do but rest on their oars and let Senator Kearns put the property on a dividend-paying basis. There has never been a moment's doubt but that he could succeed in doing this, and doing it as well, and better, than anyone else, unless it be President Keith, who nature filled to their satisfaction, they apparently were little else left for the rest of the incorporators to do but rest on their oars and let Senator Kearns put the property on a dividend-paying basis.

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The old Ajax, the Mammoth's near neighbor, is at present closed down. It shipped during the year 123 cars. It is closed down owing to general existing conditions.

Good Ore in Black Jack.

Good ore has been encountered on the 1,400-foot level of the Black Jack mine. Two carloads of very good stuff were shipped in the beginning of the month. The development work going forward here is particularly characteristic of the Knight management, and during the coming year great things are expected from the Black Jack and from the Star Consolidated, recently absorbed in the former company's holdings.

The Lower Mammoth is also on the sick list, as far as activity is concerned. All the men with the exception of possibly four or five have been laid off. It is rumored that the large body of ore in the mine and the lower levels has pinched out and that all traces of it have disappeared, but everybody is of the opinion that with greater depth it will again be encountered. It was in this mine that the unfortunate death of William Ball took place, he having been electrocuted by a live wire while showing a party of visitors through the underground workings.

It is understood that sinking in the Opex shaft has been discontinued for the present and that drifting is being pushed towards the north. In November the men were working on the drift, this property made a record of 154 feet. This is going some. The men in this property are among the best paid miners in the district.

Victor Con. in Good Shape.

The Victor Con. is in excellent shape, although greater things were expected of it during the past year. The shaft is down a distance of 500 feet, and here a drift has been run to the vein. This has been connected with the drift above with two raises, in which some very promising rock has been encountered. The mine is closed down for the present, but will probably resume operation early in the coming year.

Tintic Iron's Good Record.

The Tintic Iron mine shows a large reduction in the tonnage shipped for the reason that the mine has been closed down for several weeks during the development work. The mine is in good shape, the roads were in such bad condition that hauling was almost an impossibility. The new narrow-gauge railroad, which will handle the output of the Knight properties on the east

ered the thunder storm far better than many of the other properties of this and other western states. A great system of development work has been planned for the coming year, and a big amount of new work has been planned.

LOWER MAMMOTH MINING COMPANY

This company was organized July 2, 1896, with a capitalization of \$150,000, divided into 150,000 shares of the par value of \$1 each. Its property consists of six mining claims: The Lower Mammoth mining claim, the Colorado mining claim, the Godiva mining claim, the Shelby mining claim, the Hungarian mining claim and the Anita mining claim, in the Tintic mining district, all patented. Since its organization and the past twelve months, it has acquired additional territory, lying to the south of the other claims, from the Old Colony company, under an adjustment made while patents were being applied for to the territory. The property is situated south of, and adjoining, or practically so, the Grand Central mining claim, the Mammoth mining claim, and the Ajax mining claim, and is, according to the consensus of opinion of leading mining engineers, a continuation of the same mineral formation prevailing in the last mentioned claims.

There has been a throw of from 600 to 700 feet to the westward, south of the above mentioned claims, and a big amount of money was expended in the characteristics and actual developments indicate that the great vein, or mineral formation upon which it is situated, is the same as in the Grand Central, the Mammoth and the Ajax. The Lower Mammoth property has since 1897, in the aggregate, yielded 340,602.72, and has yielded, over and above freight to railroad companies, \$399,000.65. The largest portion of this amount of money was yielded from the east side of the Lower Mammoth property, portions of which territory were very rich. The developments upon the east side of the territory, and apart from what is known as the "Big vein," now being actively exploited and mined, have been carried to a depth of 1,200 feet only, some of the ore of which was very rich.

The ore vein, so-called, yielded in the year 1907, \$74,041.46 over railroad freight; in 1906, \$83,288.28; in the year 1905, \$44,888.55; in the year 1904, \$16,076; in the year 1903, \$2,947.64; in the year 1902, \$9,148; in the year 1901, \$109,506; in the year 1900, \$1,425. A large portion of this aggregate sum was extracted from the east side of the property—practically all of it up to 1906.

This ground has been opened by shafts to the depth of 1,800 feet. The very large west vein has been exposed on every level from the 1,200 to the 1,800 level, by drifts several hundred feet in length in the vein. The lowest level reached by the shaft is the 1,300, from which a cross-cut has been driven east to catch the vein, a little more than 100 feet, where the fissure was encountered. Drifts are being driven north and south, and in some places water has been found, which has somewhat delayed the opening of the vein on this level, but that has now been obviated, and from this on, that level, it is claimed, will be rapidly opened. Some of the ore exposed so far on that level is immensely rich in copper, and carrying fair values in silver. It is believed by the management that additional bodies will be found by carrying the cross-cut further to the east. From May 31 to the 1st of September, 1907, five dividends were paid, three of 5c per share and the last two of 7½c per share, making in the aggregate \$57,000 in dividends paid for the year 1907. These dividends all come from the income of the ore body developed between the 1,700 and 1,600-foot levels. From the 1,600 to the 1,500 a very large tonnage of ore is exposed, and is practically intact, of the same grade as that from the

side of the district, will put in a spur at the iron mine, and in this manner the difficulty of the hauling question will be overcome and the company will be able to place its ore on the market at greatly reduced cost.

TAKING THE FLOOR.

Thomas Taggart, chairman of the last Democratic campaign committee, tells of a political meeting he once attended, when the little word "again," which apparently has nothing particularly humorous about it, was used in a large assembly into fits of laughter.

One of the speakers, a dignified state senator of solemn mien, had the misfortune, when he tried to take a seat, to miss his chair and sprawl at full length on the floor. The accident itself occasioned mild mirth, especially as the unfortunate senator was a tall man and seemed to cover the entire floor in his frantic efforts to rise.

When at last he came his turn to speak, the presiding officer introduced him in these words:

"Ladies and gentlemen, Senator Mulkins will again take the floor."

At this the assembly went into a perfect uproar, and for some minutes there was a tremendous cheering, stamping and clapping of hands. The senator had never before met with so enthusiastic a reception.